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TOMATO CATSUP.

Hongkong Daily Press.

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ALEX. ROSS & Co.,
Machinery Department,
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Phone 27.

No. 18,691. 號一十九百六千八萬一第 日八初月三年午戊 HONGKONG, THURSDAY, APRIL 18th, 1918. 四拜禮 號八十月四年七國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
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BRANDY.

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JUST ARRIVED.

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12, 16, and 20 Bore, loaded with all sizes of
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casing 1 1/2 deep on the outside, are especially
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climate and are second to none for reliability
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PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE

WEEK DAYS.	WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes	8.00 " to 10.00 " " " " "
10.00 " to 11.00 " " " " "	11.00 " to 12.00 p.m. " " " "
12.00 noon to 1.00 p.m. " " " "	1.00 p.m. to 2.00 " " " "
2.00 " to 3.00 " " " " "	3.00 " to 4.00 " " " " "
4.00 " to 5.00 " " " " "	5.00 " to 6.00 " " " " "
6.00 " to 7.00 " " " " "	7.00 " to 8.00 " " " " "
8.00 p.m. to 9.00 p.m. Every 15 minutes	9.00 " to 10.00 " " " " "
10.00 " to 11.00 " " " " "	11.00 " to 12.00 " " " " "

Every Half-Hour.

11.00 p.m. to 11.45 p.m. Every Quarter-Hour

SUNDAY.

7.30 a.m. to 10.30 a.m. Every 15 minutes

10.30 " to 11.00 " " " " "

11.30 " to 12.00 noon " " " "

12.00 noon to 1.00 p.m. " " " "

1.00 p.m. to 2.00 " " " "

2.00 " to 3.00 " " " " "

3.00 " to 4.00 " " " " "

4.00 " to 5.00 " " " " "

5.00 " to 6.00 " " " " "

6.00 " to 7.00 " " " " "

7.00 " to 8.00 " " " " "

8.00 " to 9.00 " " " " "

9.00 " to 10.00 " " " " "

10.00 " to 11.00 " " " " "

11.00 " to 12.00 " " " " "

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after WEDNESDAY, 12th DECEMBER, 1917, until further Notice.

DOWN TRAINS.

Stations	No. 8 Through Express a.m.	No. 7 Local a.m.	No. 9 Through Slow a.m.	No. 11 Local a.m.	No. 13 Through Express p.m.	No. 17 Local p.m.	No. 19 Local p.m.	No. 21 Local p.m.
CANTON (Tai Sha Tau)	dep. 7.25		8.00		8.20			
SHUI LUNG		8.05		8.35		8.30		
SHUI CHU	dep. 7.35	8.10	8.40	8.45	8.30			
SHANG SHUI	dep. 7.45	8.15	8.50	8.55	8.40	8.35	8.20	8.00
FAH SHUI	dep. 7.55	8.25	9.00	9.05	8.50	8.45	8.30	8.10
TAIPO MARKET	dep. 8.05	8.35	9.10	9.15	8.55	8.50	8.35	8.15
TAIPO	dep. 8.15	8.45	9.20	9.25	9.05	9.00	8.45	8.25
SHUI SHUI	dep. 8.25	8.55	9.30	9.35	9.15	9.10	8.55	8.35
SHUI SHUI	dep. 8.35	9.05	9.40	9.45	9.25	9.20	9.05	8.45
YUNNAN	dep. 8.45	9.15	9.50	9.55	9.35	9.30	9.15	8.55
HUNG HOM	dep. 8.55	9.25	10.00	10.05	9.45	9.40	9.25	9.05
SHUI SHUI	dep. 9.05	9.35	10.10	10.15	9.55	9.50	9.35	9.15
SHUI SHUI	dep. 9.15	9.45	10.20	10.25	10.05	10.00	9.45	9.25
SHUI SHUI	dep. 9.25	9.55	10.30	10.35	10.15	10.10	9.55	9.35
SHUI SHUI	dep. 9.35	10.05	10.40	10.45	10.25	10.20	10.05	9.45
SHUI SHUI	dep. 9.45	10.15	10.50	10.55	10.35	10.30	10.15	9.55
SHUI SHUI	dep. 9.55	10.25	11.00	11.05	10.45	10.40	10.25	10.05
SHUI SHUI	dep. 10.05	10.35	11.10	11.15	10.55	10.50	10.35	10.15
SHUI SHUI	dep. 10.15	10.45	11.20	11.25	11.05	11.00	10.45	10.25
SHUI SHUI	dep. 10.25	10.55	11.30	11.35	11.15	11.10	10.55	10.35
SHUI SHUI	dep. 10.35	11.05	11.40	11.45	11.25	11.20	11.05	10.45
SHUI SHUI	dep. 10.45	11.15	11.50	11.55	11.35	11.30	11.15	10.55
SHUI SHUI	dep. 10.55	11.25	12.00	12.05	11.45	11.40	11.25	11.05
SHUI SHUI	dep. 11.05	11.35	12.10	12.15	11.55	11.50	11.35	11.15
SHUI SHUI	dep. 11.15	11.45	12.20	12.25	12.05	12.00	11.45	11.25
SHUI SHUI	dep. 11.25	11.55	12.30	12.35	12.15	12.10	11.55	11.35
SHUI SHUI	dep. 11.35	12.05	12.40	12.45	12.25	12.20	12.05	11.45
SHUI SHUI	dep. 11.45	12.15	12.50	12.55	12.35	12.30	12.15	11.55
SHUI SHUI	dep. 11.55	12.25	13.00	13.05	12.45	12.40	12.25	12.05
SHUI SHUI	dep. 12.05	12.35	13.10	13.15	12.55	12.50	12.35	12.15
SHUI SHUI	dep. 12.15	12.45	13.20	13.25	13.05	13.00	12.45	12.25
SHUI SHUI	dep. 12.25	12.55	13.30	13.35	13.15	13.10	12.55	12.35
SHUI SHUI	dep. 12.35	13.05	13.40	13.45	13.25	13.20	13.05	12.45
SHUI SHUI	dep. 12.45	13.15	13.50	13.55	13.35	13.30	13.15	12.55
SHUI SHUI	dep. 12.55	13.25	14.00	14.05	13.45	13.40	13.25	13.05
SHUI SHUI	dep. 13.05	13.35	14.10	14.15	13.55	13.50	13.35	13.15
SHUI SHUI	dep. 13.15	13.45	14.20	14.25	14.05	14.00	13.45	13.25
SHUI SHUI	dep. 13.25	13.55	14.30	14.35	14.15	14.10	13.55	13.35
SHUI SHUI	dep. 13.35	14.05	14.40	14.45	14.25	14.20	14.05	13.45
SHUI SHUI	dep. 13.45	14.15	14.50	14.55	14.35	14.30	14.15	13.55
SHUI SHUI	dep. 13.55	14.25	15.00	15.05	14.45	14.40	14.25	14.05
SHUI SHUI	dep. 14.05	14.35	15.10	15.15	14.55	14.50	14.35	14.15
SHUI SHUI	dep. 14.15	14.45	15.20	15.25	15.05	15.00	14.45	14.25
SHUI SHUI	dep. 14.25	14.55	15.30	15.35	15.15	15.10	14.55	14.35
SHUI SHUI	dep. 14.35	15.05	15.40	15.45	15.25	15.20	15.05	14.45
SHUI SHUI	dep. 14.45	15.15	15.50	15.55	15.35	15.30	15.15	14.55
SHUI SHUI	dep. 14.55	15.25	16.00	16.05	15.45	15.40	15.25	15.05
SHUI SHUI	dep. 15.05	15.35	16.10	16.15	15.55	15.50	15.35	15.15
SHUI SHUI	dep. 15.15	15.45	16.20	16.25	16.05	16.00	15.45	15.25
SHUI SHUI	dep. 15.25	15.55	16.30	16.35	16.15	16.10	15.55	15.35
SHUI SHUI	dep. 15.35	16.05	16.40	16.45	16.25	16.20	16.05	15.45
SHUI SHUI	dep. 15.45	16.15	16.50	16.55	16.35	16.30	16.15	15.55
SHUI SHUI	dep. 15.55	16.25	17.00	17.05	16.45	16.40	16.25	16.05
SHUI SHUI	dep. 16.05	16.35	17.10	17.15	16.55	16.50	16.35	16.15
SHUI SHUI	dep. 16.15	16.45	17.20	17.25	17.05	17.00	16.45	16.25
SHUI SHUI	dep. 16.25	16.55	17.30	17.35	17.15	17.10	16.55	16.35
SHUI SHUI	dep. 16.35	17.05	17.40	17.45	17.25	17.20	17.05	16.45
SHUI SHUI	dep. 16.45	17.15	17.50	17.55	17.35	17.30	17.15	16.55
SHUI SHUI	dep. 16.55	17.25	18.00	18.05	17.45	17.40	17.25	17.05
SHUI SHUI	dep. 17.05	17.35	18.10	18.15	17.55	17.50	17.35	17.15
SHUI SHUI	dep. 17.15	17.45	18.20	18.25	18.05	18.00	17.45	17.25
SHUI SHUI	dep. 17.25	17.55	18.30	18.35	18.15	18.10	17.55	17.35
SHUI SHUI	dep. 17.35	18.05	18.40	18.45	18.25	18.20	18.05	17.45
SHUI SHUI	dep. 17.45	18.15	18.50	18.55	18.35	18.30	18.15	17.55
SHUI SHUI	dep. 17.55	18.25	19.00	19.05	18.45	18.40	18.25	18.05
SHUI SHUI	dep. 18.05	18.35	19.10	19.15	18.55	18.50	18.35	18.15
SHUI SHUI	dep. 18.15	18.45	19.20	19.25	19.05	19.00	18.45	18.25
SHUI SHUI	dep. 18.25	18.55	19.30	19.35	19.15	19.10	18.55	18.35
SHUI SHUI	dep. 18.35	19.05	19.40	19.45	19.25	19.20	19.05	18.45
SHUI SHUI	dep. 18.45	19.15	19.50	19.55	19.35	19.30	19.15	18.55
SHUI SHUI	dep. 18.55	19.25	20.00	20.05	19.45	19.40	19.25	19.05
SHUI SHUI	dep. 19.05	19.35	20.10	20.15	19.55	19.50	19.35	19.15
SHUI SHUI	dep. 19.15	19.45	20.20	20.25	20.05	20.00	19.45	19.25
SHUI SHUI	dep. 19.25	19.55	20.30	20.35	20.15	20.10	19.55	19.35
SHUI SHUI	dep. 19.35	20.05	20.40	20.45	20.25	20.20	20.05	19.45
SHUI SHUI	dep. 19.45	20.15	20.50	20.55	20.35	20.30	20.15	19.55
SHUI SHUI	dep. 19.55	20.25	21.00	21.05	20.45	20.40	20.25	20.05
SHUI SHUI	dep. 20.05	20.35	21.10	21.15	20.55	20.50	20.35	20.15
SHUI SHUI	dep. 20.15	20.45	21.20	21.25	21.05	21.00	20.45	20.25
SHUI SHUI	dep. 20.25	20.55	21.30	21.35	21.15	21.10	20.55	20.35
SHUI SHUI	dep. 20.35	21.05	21.40	21.45	21.25	21.20	21.05	20.45
SHUI SHUI	dep. 20.45	21.15	21.50	21.55	21.35	21.30	21.15	20.55
SHUI SHUI	dep. 20.55	21.25	22.00	22.05	21.45	21.40	21.25	21.05
SHUI SHUI	dep. 21.05	21.35	22.10	22.15	21.55	21.50	21.35	21.15
SHUI SHUI	dep. 21.15	21.45	22.20	22.25	22.05	22.00	21.45	21.25
SHUI SHUI	dep. 21.25	21.55	22.30	22.35	22.15	22.10	21.55	21.35
SHUI SHUI	dep. 21.35	22.05	22.40	22.45	22.25	22.20	22.05	21.45
SHUI SHUI	dep. 21.45	22.15	22.50	22.55	22.35	22.30	22.15	21.55
SHUI SHUI	dep. 21.55	22.25	23.00	23.05	22.45	22.40	22.25	22.05
SHUI SHUI	dep. 22.05	22.35	23.10	23.15	22.55	22.50	22.35	22.15
SHUI SHUI	dep. 22.15	22.45	23.20	23.25	23.05	23.00	22.45	22.25
SHUI SHUI	dep. 22.25	22.55	23.30	23.35	23.15	23.10	22.55	22.35
SHUI SHUI	dep. 22.35	23.05	23.40	23.45	23.25	23.20	23.05	22.45
SHUI SHUI	dep. 22.45	23.15	23.50	23.55	23.35	23.30	23.15	22.55
SHUI SHUI	dep. 22.55	23.25	24.00	24.05	23.45	23.40	23.25	23.05
SHUI SHUI	dep. 23.05	23.35	24.10	24.15	23.55	23.50	23.35	23.15
SHUI SHUI	dep. 23.15	23.45	24.20	24.25	24.05	24.00	23.45	23.25
SHUI SHUI	dep. 23.25	23.55	24.30	24.35	24.15	24.10	23.55	23.35
SHUI SHUI	dep. 23.35	24.05	24.40	24.45	24.25	24.20	24.05	23.45
SHUI SHUI	dep. 23.45	24.15	24.50	24.55	24.35	24.30	24.15	23.55
SHUI SHUI	dep. 23.55	24.25	25.00	25.05	24.45	24.40	24.25	24.05
SHUI SHUI	dep. 24.05	24.35	25.10	25.15	24.55	24.50	24.35	24.15
SHUI SHUI	dep. 24.15	24.45	25.20	25.25	25.05	25.00	24.45	24.25
SHUI SHUI	dep. 24.25	24.55	25.30	25.35	25.15	25.10	24.55	24.35
SHUI SHUI	dep. 24.35	25.05	25.40	25.45	25.25	25.20	25.05	24.45
SHUI SHUI	dep. 24.45	25.15	25.50	25.55	25.35	25.30	25.15	24.55
SHUI SHUI	dep. 24.55	25.25	26.00	26.05	25.45	25.40	25.25	25.05
SHUI SHUI	dep. 25.05	25.35	26.10	26.15	25.55	25.50	25.35	25.15
SHUI SHUI	dep. 25.15	25.45	26.20	26.25	26.05	26.00	25.45	25.25
SHUI SHUI	dep. 25.25	25.55	26.30	26.35	26.15	26.10	25.55	25.35
SHUI SHUI	dep. 25.35	26.05	26.40	26.45	26.25	26.20	26.05	25.45
SHUI SHUI	dep. 25.45	26.15	26.50	26.55	26.35	26.30	26.15	25.55
SHUI SHUI	dep. 25.55	26.25	27.00	27.05	26.45	26.40	26.25	26.05
SHUI SHUI	dep. 26.05	26.35	27.10	27.15	26.55	26.50	26.35	26.15
SHUI SHUI	dep. 26.15	26.45	27.20	27.25	27.05	27.00	26.45	26.25
SHUI SHUI	dep. 26.25	26.55	27.30	27.35	27.15	27.10	26.55	26.35
SHUI SHUI	dep. 26.35	27.05	27.40	27.45	27.25	27.20	27.05	26.45
SHUI SHUI	dep. 26.45	27.15	27.50	27.55	27.35	27.30	27.15	26.55
SHUI SHUI	dep. 26.55	27.25	28.00	28.05	27.45	27.40	27.25	27.05
SHUI SHUI	dep. 27.05	27.35	28.10	28.15	27.55	27.50	27.35	27.15
SHUI SHUI	dep. 27.15	27.45	28.20	28.25	28.05	28.00	27.45	27.25
SHUI SHUI	dep. 27.25	27.55	28.30	28.35	28.15	28.10	27.55	27.35
SHUI SHUI	dep. 27.35	28.05	28.40	28.45	28.25	28.20	28.05	27.45
SHUI SHUI	dep. 27.45	28.15	28.50	28.55	28.35	28.30	28.15	27.55
SHUI SHUI	dep. 27.55	28.25	29.00	29.05	28.45	28.40	28.25	28.05
SHUI SHUI	dep. 28.05	28.35	29.10	29.15	28.55	28.50	28.35	28.15
SHUI SHUI	dep. 28.15	28.45	29.20	29.25	29.05	29.00	28.45	28.25
SHUI SHUI	dep. 28.25	28.55	29.30	29.35	29.15	29.10	28.55	28.35
SHUI SHUI	dep. 28.35	29.05	29.40	29.45	29.25	29.20	29.05	28.45
SHUI SHUI	dep. 28.45	2						

INTIMATIONS

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[23-4]



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ESTABLISHED 1882.

EPICURES A REALLY DELIGHTFUL SMALL CIGAR
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REINA MARIA EXCELLING IN RICH FLAVOUR
AND FAULTLESS BURNING
in Boxes of 50 84.

LANE, CRAWFORD & CO.,
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U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

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14,000 tons each.HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.

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SS. "VENEZUELA"	Apr. 26th
SS. "ECUADOR"	May 3rd
SS. "COLOMBIA"	June 10th

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Tickets are interchangeable with the TOTO KISEI KAISEI and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information, rates, literature, schedules, etc., apply to COMPANY'S OFFICE in Alexander Buildings, Chater Road Telephone 141.

BRITISH NAVY AND ITS WORK

GERMANY'S "MARCH TO THE SEA."

[BY ARCHIBALD HURD.]

Germany is paying involuntary tribute to the effective character of the work of the British Navy. On the one hand, we have seen strikes, due to political and economic unrest, and, on the other, the inspired references to a spring offensive on the Western front—a march to the sea. The two are closely associated. The strikers have been dragged back to their workshops, and for the time the social ferment may cease to reveal itself on the surface; but the cause of both the strikes and the talk of the coming offensive, not by sea, but by land, will remain and increase in menace.

In the general use of the word, Germany is starving, because she will not face a naval battle. She still hopes that she may evade the consequences of the blockade by one final battle by land. It may not bring victory, it is tacitly admitted, but it will give time. It is calculated that as the weeks pass the German population will be supported in the belief that, after all, their hopes may be realised. "Hold on," is the watchword which the Imperial Government presses on the suffering Germans. In the meantime the working classes in the *Entente* countries, it is thought, may tire of the war and declare for any kind of peace so long as it means an end of economic troubles.

The last occasion of a "march to the sea" was during the American Civil War. When that struggle opened the South had no naval power, and the North possessed only a feeble navy for the blockade of the Confederate coast. So one-third of the merchant fleet of the North was requisitioned, and the construction of 208 new men-of-war was undertaken hurriedly. What happened? Gradually, during a period of four years, the economic life of the Southern States was strangled, until at length their troops were practically starving. Then began the ever famous "march to the sea"—a hunger march which was to prove the last incident in a war dominated by naval force, though, as has been pointed out, improved naval force. Perhaps the most significant sentences in Lieut-General Baron von Freytag-Loringhoven's "Declarations from the World War," which Constables have just issued for English readers, is his admission that "the Southern States finally succumbed to the blockade." That statement may be associated with his confession—it almost amounts to that—that "we have resorted to submarine warfare as a means of self-defence," in order to evade defeat by land as well as by sea. History supplies us with ample testimony as to the real purpose of Germany's much-advertised "march to the sea, at a moment when she fails to extract consolation, comfort, or food from 'the war map' which was once exhibited to the world with so much pride.

FIGHT OR STARVE.

Sea power has always been the compelling influence to peace in any struggle between maritime States, though it has seldom given the "knock-out" blow. The stronger fleet blockades the weaker; the latter must either fight against heavy odds or surrender the right to use the sea for economic and military purposes, suffered increasingly the longer the war on land lasts. Napoleon chose, after some delay, the former alternative, thinking that with concentrated forces numerically superior he would win; but he lost, and from the day of the Battle of Trafalgar his doom was sealed. Germany has chosen the latter alternative, and for three years or so has been divorced from her maritime communications—her own food, raw materials, and other things being slowly exhausted. Tirpitz in the memorandum to the German Navy Act of 1900 declared:

An unsuccessful naval war of the duration of even only a year would destroy Germany's sea trade, and would thereby bring about the most disastrous conditions, first, in her economic, and then, as an immediate consequence of that, in her social life.

Quite apart from the consequences of the possible peace conditions, the destruction of our own trade during the war could not, even at the close of it, be made good within measurable time, and would thus add to the sacrifices of the war a serious economic depression.

This war has lasted not one year only, but over three and a half years. The full pressure of sea power has been only gradually exerted, owing to political considerations. But since last spring, when the United States intervened, it has been possible to make the blockade fully effective. That means that, in continuation of our former efforts, which brought Germany very low, for six or nine months she has been cut off from all overseas supplies, both of food and raw materials. Roumania was to have saved the economic situation, and then Russia was to have proved Germany's salvation; those hopes have not been realised. Week by week the strength of Germany is waning, and she is confronted day-by-day with the ironical fruits of her deliberately adopted military policy—the antidote, as she declared, to "navalism."

The adoption of universal military service in Germany, as in other countries, increased the value of sea-power, which is working more rapidly in this than in any former war. Conscription resulted in the calling up of practically all Germany's man-power, with the result that all her industries, except these contributing more or less directly to the prosecution of the war, were slowed down and then stopped. Agriculture suffered most, and as the "comb" worked through the rural districts, so the harvests decreased—1915, 1916, and 1917. By various means the best and most virile workers of all classes were called up, and instead of being food or wealth producers, they became food and wealth consumers. At the same time, overseas supplies were

(Continued at foot of next Column.)

SIR J. SIMONS ON THE WAR
IMPORTANCE OF UNITY.

Major Sir J. Simon, M.P., addressing a meeting at Walthamstow recently, said he returned from France the previous week to undertake some duty in this country. He hoped they would acquit him altogether of the absurdity of posing as a military critic. There were far too many amateur strategists as it was—(hear, hear)—and no one knew better than he that a few months' service at a respectable distance behind the front line in France did not qualify any man for pronouncing startling conclusions in regard to the difficult matter of military strategy. If, however, they asked him what he had learned during his time at the front, he would reply by saying: "I have learned that I have an increasing admiration, if increased admiration is possible, for the courage and the cheerfulness of the British soldier; an increasing detestation of the horror of war, and in an ever-increasing measure the longing of mankind for peace." (Hear, hear.) When, three years ago, we entered into the terrible war, we did so because there was no other way in which the wrong done to Belgium could be righted, and in which security could be obtained from the detestable doctrine that might is right. (Hear, hear.) If these were good reasons, then, our experiences of the methods of German militarism did not make them any less good reasons now. The British people were deeply attached to peace, and he did not believe there was any other object than that of defending an innocent and persecuted community to whom we were pledged and of resisting unbridled military aggression which could have swept the British democracy into war. He would never believe that, as long as those objects were clearly defined as the objects for which we were pursuing the struggle, and that as long as it was clear those objects could be attained by other means than the struggle, (Hear, hear.) The doubt, however, which was expressed in some quarters was as to whether the objects we were now seeking really were the objects for which we entered the war, and whether everything possible was really being done to secure those objects without further unlimited bloodshed. (Hear, hear.) The securing of our aims depended upon unity, and no greater damage could be done to the cause of unity than by creating patriotic and liberty-loving men who expressed their anxieties about the situation and desired to be assured that the Government was steering the best course, as if they were to marry Boles. (Hear, hear.) He trusted that the next statement of war aims would be made in conjunction with President Wilson. Diplomacy and military effort must advance side by side. We must recognise that the war must be ended with the help of discussion, but discussion must be on agreed principles. These principles were fixed, and our war aims must not vary according to our military prospects.

stopped. Germany gambled on her army, and therefore the troops have to be amplified, however restricted the supplies and however grievous the sufferings of the population behind the lines. Germany has become the victim of her military system. The larger the army, the greater the number of munition workers, as a necessary consequence. These two groups have a prior claim on the country's food resources; first come the men in "the field grey"; secondly, the industrial war army behind the lines; and last, the civilian population—the ordinary men, women, and children. Germany dare not allot restricted supplies by any other method, because she has "placed all her money" on the army, and starvation of the army would mean the end of everything. Not only must soldiers and munition workers be supported, but confidence in the army's ability to achieve victory must be maintained.

Hence these rises from the inspired newspapers the strident boast that "the return to the sea" in the spring will compose all the difficulties which confront Germany to-day. In that way the desperate men who control German policy pay tribute to the work of the British Navy. First, it was to be challenged by the High Seas Fleet; discretion was regarded as the better part of naval valour. Then, it was to be defeated "in six months at the most," according to the German Navy Staff, by the sink-at-sight policy. Now, after twelve months, the U-boat no longer "offers the best and only means to a victorious ending of the war," so there is to be a "march to the sea." In all of which we have reminders that it is our sea-power, supported by our military power, which is winning the war for us. We are warned to take every precaution, in the allocation of our man-power, against weakening the two primary forces of this country—the fighting fleet and the commercial fleet.

The war has become an economic struggle, and as long as we control the sea communications, our victory is assured. It is a contest of the malleable, and if the mass of the workers of this country realise how little they have had to suffer, and how great is the strain on Germany, we can confront the future with hopes of a speedy improvement in our own supplies. Even as things are, we are being better fed than any other nation in Europe, and to exaggerate our present inconveniences is to encourage the enemy. It is true that if we had adopted a wise shipbuilding policy three years, or even two years ago, we should have ample supplies to-day, as in peace. But, even as matters are, we have little cause of complaint, and by dwelling on the present shortage we discourage ourselves and our neighbours, and give the German Government excuse for crying to the starving people on the other side of the North Sea: "Hold on, and we shall yet triumph, for the British, with a lower standard of patriotism, will outnumb and under economic troubles less serious than these, which we have faced unflinchingly for two years."

Daily Telegraph.

THE HALIFAX DISASTER.
VIVID DESCRIPTION BY A HONGKONG MAN.

The following extract from a letter from a Hongkong man formerly at the Diocesan School and now at Halifax, describes the recent terrible explosion at that port:—

On the morning of December 6th I was 'cook of the mess.' That meant that I had to get the breakfast from the Diocesan School and now at Halifax, describes the recent terrible explosion at that port:—

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About a quarter to nine on December 6th the French munition ship *Mont Blanc* with 4,000 tons of tri-nitro-toluol—the deadliest explosive in existence—and 8" and 12" shells in her holds, and a deck-load of benzene, passed our ship on her way up to Bedford Basin. At the same time the *Imo*, a Belgian Relief Ship, was coming out of Bedford Basin through the "Narrowa." Through some misunderstanding of each other's siren signals, the *Mont Blanc* got into the *Imo's* course, and before the latter could check her speed she rammed the Frenchman on a level with her forehold, when she immediately burst into flames.

No sooner had the *Imo* backed away than the crew of the munition ship deserted her in the boats, and she drifted into Richmond's shipbuilding yards—a mass of flames from her foremost forward—and it was shortly afterwards that I went up to the bridge. I borrowed a telescope from the chief yeoman, and was looking at the ship when the Captain came up on the bridge. I handed him the glass and, after looking at the burning ship for a few minutes, he remarked:

"If any of that oil gets loose it will set the harbour on fire." He handed me back the glass and then left me. I was on the starboard side of the bridge at the time, and the Captain, the chief yeoman, who were attending on him, had just reached the head of the ladder leading to the conning-tower on the port side when the ship blew up. The captain, yeoman and chief were piled on top of each other at the foot of the ladder. Owing to my elevated position—as I was still on the starboard side of the bridge, where I was looking at the ship through the glass—I was blown clean off my feet and flung against the after-rails of the bridge, a distance of about 30 feet. So fierce was the concussion that although our ship was a good half-mile from the *Mont Blanc*, I was stunned by it and did not hear the roar of the explosion. I was only unconscious for 2 or 3 minutes, as, when I picked myself up, the smoke from the explosion was just clearing away, while splinters that had been blown into the air were still coming down like rain. Although I was still dazed, I had sense enough to get under cover, as if any of the splinters had hit me it would have been all up. You will have an idea of the force of the explosion when I tell you that nearly every house within a radius of a mile from the ship was blown down, while those that were not blown down were burnt by the fires which started immediately afterwards. Every pane of glass in the city was shattered. Nearly everybody on the upper deck of the *Imo*, *Pictou*, *Middleham Castle*, and the *Caraca* were killed. The *Highflyer* lost 45 men, while our ship had 13 killed and 15 missing. Of the 15 missing, most were believed to have been drowned.

As I mentioned earlier in this letter, about 200 men were on the forecastle head watching the ship just before she blew up; some of these men were blown into the water, while others took panic and jumped overboard. As you will see by the accompanying rough sketch of Halifax harbour at the time of the explosion, the Magazine is just off our bow, and shortly after the explosion the fires were spreading so fast that it was feared that the Magazine would also blow up. A panic was started in the city, and everybody left their homes and offices and collected on the Commons, the Parks and, in fact, everywhere out in the open, as they were safer in the open than in a building.

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(Continued at foot of next Column.)

FREIGHT RATES.

Messrs. Snowman & Co., ship and freight brokers, of Hongkong, in their circular dated April 13th, state:—

We last reported on the 30th ult. Since then a certain amount of trip chartering business has been put through, and the demand for vessels on time charter remains strong and rates firm.

SAIGON/HONGKONG.—\$1.60 per picul was the rate when we last reported, but shortly afterwards it strengthened to \$1.70 with the fixture of a medium-sized coaster, and then again further strengthened to \$1.80, when another medium-sized coaster was fixed at this rate, improving yet again by a further two cents with the fixture of another similar-sized vessel.

It then weakened to \$1.65 with the fixing of a medium and a small-sized coaster. However, shortly afterwards our market showed renewed buoyancy, and a medium-sized coaster was fixed at \$1.75 and another medium-sized coaster at \$1.82 for 3 trips, followed by the closing of a medium-sized coaster for 3 round trips on a lump-sum basis of Hongkong \$70,000.

The market then showed a decided weakening, when two small-sized coasters were successfully negotiated for 2 trips and 1 trip respectively at \$1.40 per picul.

The rate then increased to \$1.72, at which figure a medium-sized outsider was fixed for 8 trips, and it remained at \$1.72 till the end of the period under review, with no further fixtures reported, but with enquiries in the market at a slightly firmer figure.

EXPORTS OF RICE.—From Saigon from 1st January to 4th March amounted to 189,107 tons, as compared with 161,923 tons for the same period last year. Quotation for No. 2 White round sifted rice stands at \$3.50 per picul, f.o.b., for April/May shipment.

SAIGON/PHILIPPINES.—Nothing to report.

BANGKOK/HONGKONG.—This rate stood at \$1.50/\$1.40 for inside/outside the bar loading, respectively, when we last advised, but offers were then made of \$1.70/\$1.60, but with no fixtures reported.

COAL.—There is little or no change in our market since our last report, and the only fixture reported was a medium-sized outsider Japan/Hongkong at Yen 15.50 per ton. As regards local business the market is dull and no fixtures are reported.

"The Captain sent a party of men ashore with hoses to check the fire before it reached the Magazine, while another party was sent to remove the ammunition from the Magazine, most of the buildings of which had their roofs blown in. I was with the ammunition party, and you can take it from me that it isn't very easy work to carry a six-inch shell that weighs 124 lbs., on your shoulder down a slippery path to the water's edge, where it was safe from the fire. As a matter of fact, the fire party was able to check the fire before it got within 30 yards of the Magazine. It is estimated that about 1,500 men and women and children were killed, and 800 wounded, of whom 400 were blinded by glass splinters.

We also sent a party of relief ashore to see what they could do for people in the devastated area, and some of the tales they told were simply awful. Men, women and children were found with every vestige of clothes blown off them and more or less injured. Our party gave away every piece of clothing they could spare off their backs; indeed, some of them returned to the ship with just their flannels and pants, having given away their coat, jumper, sweater and, in some cases, boots and socks.

There were about 10,000 rendered homeless by the explosion, and they had to live in tents put up especially for them on the Commons. Their sufferings were further added to by one of the worst blizzards Halifax had seen in years. It started the morning after the explosion and lasted for 24 hours with the temperature at zero.

The *Mont Blanc* had a four-inch gun mounted on the stern, and after the explosion the gun with its mountings and part of the ship's deck plate were found intact in a wood in Dartmouth 2½ miles from the explosion, and a part of her anchor was found in the exhibition grounds in Halifax about 1½ miles away. "If I keep on writing about everything that occurred that day I would be kept writing all night, so I will switch off."

"I passed for Leading Signaller on January 8th, and I was then given a class of men to train for signals. I had to give them exercises during working hours, and correct them in my own time, so that some nights it was nine and ten o'clock before I was through for the day. I was kept at this for two days ago, when I was sent on board another ship to relieve another man who has gone back to the ship to pass a higher rating."

CORRESPONDENCE.

THE RACECOURSE DISASTER

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Sir,—The statement in your yesterday's (Tuesday's) leader that "There is no European in the Colony who knows anything at all about the design or strength of matcheds" is, in my opinion, rather a sweeping one.

I admit your contention that scientific research into the strengths of the materials employed would be of value, for it has been said that, wherever possible, empiricism should be abolished and science take its place, and I agree with this most thoroughly. Where, however, we are not yet in possession of scientific data we can still often do good work by empirical methods, and I feel sure that a constructional engineer who was in the habit of employing bamboo scaffolding and bamboo matcheds in the course of his daily work could, from the knowledge his training gave him, lay his finger on the weak spot in a matcheds and say: "I want more strength here and more there," and having obtained this extra strength, could feel that the matcheds would safely carry the load required.

The most noticeable difference between scientific and empirical design is that, in the former, all members of a structure are proportional to the strains they must withstand, and a margin of safety is allowed to meet contingencies; whereas, in the latter, where knowledge has been gained by trial and error, some parts will be found with the barest margins of safety, whilst others are many times stronger than they need be.

Observation shows us that in the case of a matcheds, its chief strength is in compression and its chief weakness a tendency to collapse forwards or backwards. Struts are needed to counteract this tendency, or, in other words, to keep the uprights in an upright position, and these struts are often, one cannot help noticing, a source of weakness, their fastenings and the members to which they are fastened being frequently of insufficient strength.

We can say, then, that a Chinese matcheds of regular construction has a known weakness which all architects and engineers must have observed, and if it were reinforced with diagonals of steel wire rope and, where struts are lacking, with stays on the opposite side, its chief faults would, no doubt, be overcome.

Our nirmen daily trust their lives to a structure of wood and fabric braced by steel tension wires, and I consider that, given a large matcheds of ordinary Chinese construction, a European trained engineer could say: "I want a steel wire rope stretched diagonally from the roof here to the ground there, and the member to which the rope is fastened must be reinforced in such and such a way. If you cannot put a strut here you must put a stay on the opposite side, securely anchored in the ground."

In reviewing the situation, it seems obvious that this would have been a proper course to have taken, but then it is easy to think of such things after an accident, and my object is not criticism. My point is simply this: that, in the absence of physical tests of the bamboo and lashings used, it is still possible for a European engineer to make a Chinese matcheds and to reinforce it so as to overcome its chief weaknesses. Yours faithfully,

ALBERT WOODALL SMITH.

[Because "it is still possible for a European engineer to take a Chinese matcheds and to reinforce it so as to overcome its chief weaknesses" that does not prove that European engineers "know anything at all about the design or strength of matcheds." A matcheds can, no doubt, be made safe, but can any European engineer say with any approximation to accuracy what strain a matcheds will bear when he is ignorant of the properties of the materials employed?—Ed., H.D.P.]

THE SITUATION OF EDEN.

The Rev. Philip Van Loo, Chinese Catholic priest in Muen, has recently arrived at the conclusion that the site of the Garden of Eden was Kuen Lun Mountain, in China. He says:—

The capital River of Eden has no proper name (see Gen. ii, 10). Phison, the 1st branch ("head") of the Capital River Eden, referred to in the Sacred Bible (Gen. ii, 14), is:—The Ganges River in China, which surrounds the whole Land Hevlath (Eastern India), Gehon, the 2nd River of Eden, is the Indus River altogether with the Nile River in Africa, which was contiguous with the Indus River, so that the Nile River and Indus River were the same one River, because Africa was connected with India at the primitive time, and afterwards dislocated from India by geological separations changed its position Westward.

Tygris, the 3rd River of Eden, is the Tigris River in Mesopotamia (Minor Asia).

Euphrates, the 4th River of Eden, is the Euphrates River in Mesopotamia (Minor Asia).

THE CONSTITUTIONALISTS IN CHINA

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Sir,—Your editorial comment of the 8th on Dr. Wu Ting-fang's statement is based on a misapprehension of the rights and wrongs of the present political situation in China, and a few words seem to be called for.

The dissolution of the National Assembly had not even a semblance of law to justify it. Your statement that the President had vested in him "under the Constitution the power to convene, suspend, and close the elected Chamber and even to dissolve it with the consent and approval of the upper Chamber" is incorrect. He is given that power in the draft of the Permanent Constitution which was being framed when the Assembly was dissolved, and which therefore has not passed into law. But he has not such power according to the Provisional Constitution, which is the document at present in force. The dissolution of the Assembly encompassed by the Militarists last year was, therefore, without any pretext of legality. This is the reason why the reconvening of the dissolved Assembly is essential, because any other legislative would be illegal and laws enacted by it would be obviously also illegal. This is why the Constitutionalists' demand in this regard is not excessive; in fact, it is absolutely essential for the legal and constitutional machinery to work in the future. This is why, if the Militarists refuse to accede to it, the responsibility for the continuance of the civil war will be theirs, and theirs alone.

As this misapprehension is shared by probably no small section of the foreign community, these few words may be of service.

It should be noted that the main aim of the Constitutionalists is the maintenance of the existing law and constitution, and if the old Parliament should be reconvened it would finish its unfinished business in one or two months and its term would then naturally expire. As to any other questions, the Constitutionalists would not be unwilling to treat with the Northern party if properly put before them.—Yours faithfully,

ONE OF THE CONSTITUTIONALISTS.

P.S.—The fiction of the pro-German character of the Assembly is, sufficiently disposed of by the fact that when relations with Germany were being ruptured, the voting in the two Houses in favour of the step was in one House by a majority of about four to one and in the other about three to one. Canton, 14th April, 1918.

[The "misapprehension" to which our correspondent alludes is undoubtedly shared "by no small section of the foreign community." We cannot accept the evidence which he offers of the pro-ally character of the Assembly. It is true that the rupture of diplomatic negotiations with Germany was carried by substantial majorities, but that supports the view that the subsequent reluctance to declare war was due to German influence.—Ed., H.D.P.]

SPORT.

LAWN TENNIS.

HONGKONG C.C. TOURNAMENTS.

There was a large gathering of spectators to watch the various matches which were played off yesterday evening in connection with the Hongkong C.C. Tennis Tournaments. Some good tennis was witnessed, the following being the results:—

CHAMPIONSHIP SINGLES.

J. M. Socter beat J. R. Irvine, 6-6; 6-4; 9-7.

PROFESSIONAL PAIRS.

R. and H. Hancock beat Surgeon Parker and F. W. Cary—6-1; 6-1. R. P. Thurstfield and A. Morse beat R. M. Henderson and H. J. Jackson—6-1; 6-4.

S. E. Green and J. Stalker beat J. R. Wood and E. W. Hamilton—6-1; 6-1. SINGLES HANDICAP, "B" CLASS.

Capt. Gray (ser.) beat G. S. Archbutt (ser.)—6-1; 9-7.

G. H. Piercy (rec. 15-1) beat Paymaster Robinson (rec. 1-0)—6-4; 9-6.

LI. Murray and Mrs. Hammond (rec. 1-0) beat N. E. Kent and Mrs. Kent (rec. 15-1)—6-4; 6-8; 9-2.

HANDICAP DOUBLES. E. B. Hallifax and A. G. M. Fletcher (rec. 15-1) beat H. H. Weyler and J. J. Bleeker (rec. 15-2)—6-3; 6-1.

ARMY NOVICES' TOURNAMENT.

This competition is now well advanced, only the semi-finals and final remaining to be played. The semi-finals are:—Sergeant McGregor, R.E., Bonndr. Kirkham, R.G.A. Corp. Heath, R.E., and Sapper Hortop, R.E. By kind permission of the Dockyard Recreation Club and the Commodore, the Royal Naval Dockyard court will be available for the final games, the first of which will take place on Friday, at 2.30 p.m., when Sergeant McGregor will meet Bonndr. Kirkham. Sergeant Major Jewsbury, R.E., will act as referee. The game between Corp. Heath and Sapper Hortop is fixed for Monday, at 2.30 p.m. Sapper Townsend will be the referee. The final will be played on Wednesday next, commencing at 2.30 p.m. There are three prizes and the two losers in the semi-final games are requested to arrange to play off for the third prize by Wednesday next.

POLICE RESERVE MARATHON RACE.

For this race, which will take place on Saturday, there are 56 competitors. The race will start at Queen's Statue Wharf, near the Hongkong Club at 3 p.m. Competitors must be at the starting point at 2.30 p.m. and line up in 3 lines, as follows:—Front line, Nos. 1 to 10; second line, Nos. 20 to 37; third line, Nos. 38 to 56.

The route will be from Queen's Statue Wharf, along the water-front past the Hongkong Club along Murray Road into Queen's Road East, and thence following the Tramway track to the Tramway terminus at Shaikwan, where competitors must pass round the Umpire, who will be stationed there, and return by the same route.

The officials are as follows:—Judge, Mr. H. J. Gedge; Assistant Judge, Staff Inspector Wildin, H.K.P.R.; Starter, Mr. H. P. White; Umpires, Staff Inspectors Clarko, Watt and Eldridge, Cr. Sergt. 456 Brook, and P.C. 662 Herbert.

Prizes to the first five men in will be presented by Lady May on the conclusion of the race at the foot of Queen Victoria Statue.

Competitors may change at the Police Reserve Club, Princes Buildings, where the running numbers will be issued to those not already in receipt of same.

The list of competitors and their running numbers is appended:—

- 1—Naik Abdul Ghani, Khan, 18th Infantry.
- 2—Gunner Alam Khan, H.K. & S.B.R.G.A.
- 3—Stoker Ash, R.N.
- 4—Pte. A. Blakley, 25th Middlesex.
- 5—Able Seaman Blower, R.N.
- 6—Pte. M. Breslin, R.M.L.I.
- 7—Sepoy Chain Singh, 74th Punjabis.
- 8—J. Naik Chiraghdin, 18th Infantry.
- 9—Sapper W. Clarke, R.E.
- 10—J. Naik Dalip Singh, 74th Punjabis.
- 11—Jemadar Fath Mohd Khan, 18th Infantry.
- 12—Naik Ghulam Maud, H.K. & S.B.R.G.A.
- 13—Sapper Gordon, R.E.
- 14—P.C. 745 J. A. Gutierrez, H.K.P.R.
- 15—Sepoy Hyat Mohd, 74th Punjabis.
- 16—P.C. 894 V. A. Hyder, H.K.P.R.
- 17—G. A. Hyder, St. Joseph's College.
- 18—P.C. 767 B. A. Hyder, H.K.P.R.
- 19—Driver Fakir Chand, Mule Corps.
- 20—Gunner Iser Singh, H.K. & S.B.R.G.A.
- 21—Naik Jagat Singh, H.K. & S.B.R.G.A.
- 22—Saddler Jan Ram, Mule Corps.
- 23—Artificer Kallou, Mule Corps.
- 24—Gunner Karim Baksh, H.K. & S.B.R.G.A.
- 25—J. Naik Khan Bahadur, Mule Corps.
- 26—Sepoy Khuda Dad, 74th Punjabis.
- 27—Pte. A. Kirby, R.A.M.C.
- 28—J. Naik Kandan Singh, 74th Punjabis.
- 29—Liu Jok San.
- 30—Signaller F. Mecey, R.N.
- 31—Sepoy Mardan Ali, 74th Punjabis.
- 32—Sepoy Mohd Khan, 74th Punjabis.
- 33—Gunner Muhd Hassan, H.K. & S.B.R.G.A.
- 34—Gunner Muhd Nand, H.K. & S.B.R.G.A.
- 35—Sepoy Natha Khan, 18th Infantry.
- 36—Gunner Nawab Din, H.K. & S.B.R.G.A.
- 37—Gunner Nawab Khan, H.K. & S.B.R.G.A.
- 38—Gunner Nur Ahmed, H.K. & S.B.R.G.A.
- 39—Sepoy Pobia Singh, 74th Punjabis.
- 40—Naik Rannia Khan, 18th Infantry.
- 41—Corp. J. Rowland, R.G.A.
- 42—Drummer Rulya Khan, 18th Infantry.
- 43—Ldg. Signaller W. E. Ryder, R.N.
- 44—Gunner Sadhu Singh, H.K. & S.B.R.G.A.
- 45—Sepoy Samundar Khan, 74th Punjabis.
- 46—Gunner Shah Muhd, H.K. & S.B.R.G.A.
- 47—Gunner Sharah Khan, H.K. & S.B.R.G.A.
- 48—Sapper P. Simonds, R.E.
- 49—Gunner Surain Singh, H.K. & S.B.R.G.A.
- 50—Sergeant A. E. Telford, R.G.A.
- 51—Gunner E. Taylor, R.G.A.
- 52—Sapper J. Waller, R.E.
- 53—Bomb. J. Watson, R.G.A.
- 54—Gunner W. Welch, R.G.A.
- 55—Inspector K. Wood, Sanitary Board.
- 56—Naik Amir, 18th Infantry.

ASSOCIATION FOOTBALL.

As there are no football matches down for decision on Saturday, and the Navy has at present a good representative team, it has been decided to arrange an exhibition match between the Navy and Army. The kick-off will be at 5 p.m. and, therefore, the match should not be affected by the Marathon Race, which will probably be over by that time. There will be a collection on the ground in aid of the St. George's Day Fund. The selected teams are as follows:—Navy.—Crocker, Coaker and Biggs; Brothwood, Smith and Cape; Clark, Llewelin, Luxon, McNiven and Travis. Army.—Turner, Mx.; Fisher Mx. and Dickenson, R.G.A.; Townsend, R.G.A.; Smith, R.E., and Hortop, R.E.; Strange, R.E.; Grotton, R.G.A.; Green, R.G.A.; Paccall, R.E., and Lt. Baver, Mx. The referee will be Mr. J. Byrne.

HONGKONG MAGISTRACY.

THEFT OF SHOES.

A Chinese youth, employed as canteen boy at the Warders' Mess, Victoria Gaol, pleaded guilty to stealing two pairs of shoes and two pairs of boots from the Indian warders' quarters, and was sentenced to six weeks' hard labour.

THEFT FROM THE HONGKONG AND WHAMPOA DOCKS.

A Chinese, who pleaded guilty to stealing two pieces of brass from the Hongkong and Whampoa Dock Co., was sentenced by Mr. Dyer Ball to six weeks' hard labour and four hours' stocks.

REFUSING HIRE.

Three chair coolies were charged with refusing to accept hire.

Mrs. E. Denenberg stated that on Tuesday morning she went to the chair stand at Bonham Road and called for a chair to take her down to Queen's Road. There were two chairs there at the time, but the men ran away. She informed Inspector MacDonald about it and the men were arrested.

Mr. J. R. Wood fined one defendant \$1 and the remaining two \$5 each.

PLACING STONES ON THE PEAK TRAM LINES.

A Chinese youth was charged, on remand, with placing stones on the Peak tramway.

Mr. F. X. d'Almada, who appeared for the defendant, said it was the boy's associates who placed the stones on the lines. He asked the Magistrate whether it would not be possible to inflict a fine rather than order the boy to be birched.

Mr. Dyer Ball said the offence was a very serious one, and ordered the boy to receive five strokes with the birch.

ROBBING FRIENDS.

A Chinese was charged with stealing \$44 and a quantity of clothing from his friends, with whom he had been living for some time.

Inspector Sullivan stated that the parties were employed at the Sugar Refinery, and, on Monday, when the other men had gone to work, defendant broke open the box in which the articles of clothing and the money were placed. As he was going on board the *Tai Ming*, defendant was arrested by Sergeant Fallon.

Sergeant Fallon said he saw defendant on the steamer and, on searching him, found the articles and money.

Mr. Dyer Ball said it was a disgraceful act for the defendant to rob his friends, and sentenced him to three months' hard labour.

OPIMUM CASES.

A Chinese was charged with being in unlawful possession of 23 tael of opium dross.

A *lukong* stated that he searched the defendant's luggage and found the dross concealed in a number of match-boxes.

Defendant said the parcel was given him by a friend.

Mr. J. R. Wood believed defendant's story and discharged him.

An elderly Chinese woman was charged with being in possession of 11 tael of prepared opium.

Defendant said the opium belonged to her sister, who had gone to Annam.

Mr. J. R. Wood imposed a fine of \$750, with the alternative of four months' hard labour.

A Chinese youth was charged with attempting to export 20 tael of Government opium.

Inspector Gordon stated that the defendant was arrested at the Kowloon Railway Station when in the act of carrying a train. The opium was concealed in a bag which defendant was carrying at the time.

Defendant said he did not know the regulations.

Mr. J. R. Wood fined defendant \$750, with the alternative of three months' hard labour.

FUTURE OF GERMAN COLONIES.

Lord Leverhulme, speaking at Muswell Hill recently, said that we wanted a clean peace, but owing to the character of the enemy and the manner they had made of Heligoland we could not return even one of the colonies that had been captured from the Germans. He knew from intimate knowledge that if we did we should sow seeds of disruption in our own Empire, for our Colonies would feel that they had been betrayed and deserted by the Mother Country in a way unworthy of the great sacrifices that they had made.

INTIMATIONS

LANE, CRAWFORD

AND COMPANY.

JUST TO HAND.

GOLF BALLS

INCLUDING

SILVER KINGS:—TWO WEIGHTS.

PLUS COLONELS:—THREE WEIGHTS.

ARCH COLONELS:—TWO WEIGHTS.

PRICE \$1.10 EACH.

CADDY BAGS, SHAFTS, ETC.

SLAZENGER'S AND AYRE'S

1918

TENNIS BALLS.

LAWN MOWERS.

LANE, CRAWFORD & CO.

Foundry Facings that Stay Put

THE UNITED STATES GRAPHITE CO.

is now represented in China with a complete line of lubricating graphites, boiler graphites, greases, foundry facings and automobile lubricants.

MEXICAN PLUMBAGO FOUNDRY FACINGS

Ground and prepared from selected ore. Work well under hand tool or brush. These facings peel castings perfectly because they stand the heat and will not run or wash before the metal. "They stay put." Several grades in stock suitable for all classes of work.



Andersen, Meyer & Co., Ltd.

Hotel Mansions. Telephone 1990.



1185

Wm. **Powell** Ltd
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By wearing our loose fitting

SUMMER UNDERWEAR.

We have now a large assortment

including

"FLEXINET"

"AERTEX"

"SOFTTESTNET"

"INDIAN GAUZE" "B.V.D."

INSPECTION INVITED.

69

SPI LLS

2,000 Prizes estimated to be worth at least \$20,000.

NEW ADVERTISEMENTS

TO LET—FURNISHED.

FROM the Middle of June, for four months, No. 7, STEWART TERRACE, THE FRANK.

Apply—
F. SUTTON,
P.W.D.
[1903]

HONGKONG TRAMWAY CO., LTD.

(Incorporated in the United Kingdom).

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of the HONGKONG TRAMWAY CO., LTD., will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., 10, Upper Street, Hongkong, on WEDNESDAY, the 24th day of April, 1918, at 12 o'clock Noon, to transact the Ordinary Business of the Company.

By Order of the Board of Directors,
W. E. ROBERTS,
Secretary.
Hongkong, 5th February, 1918. [1904]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE CERTIFICATE No. 3051 for 36 Shares Nos. 1410 to 1445 standing in the books of the Society in the name of FRANCISCO DE PAULA CEMBRASO late of Wimbledon, Middlesex, England, has been declared LOST and if at the expiration of one month from the date hereof the above document be not forthcoming another Certificate for the said Shares will be issued by the Society and thereafter no other will be acknowledged.

C. MONTAGUE EDE,
General Manager.
Hongkong, 10th April, 1918. [1879]

THE DAIRY FARM CO., LTD.

APPLICATION has been made to the Directors of this Company to issue to WALTER DOUGLAS GRAHAM of Hongkong (deceased) a duplicate Certificate or Certificates in lieu thereof upon the statement that the Original Certificate No. 1909 for Shares numbered 28775 28834 and dated 11th January, 1909, has been LOST or DESTROYED. AND NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claims or representation in respect of such Original Certificate is made to the Directors they will proceed to deal with such application for a Certificate.

M. MANUK,
Secretary.
Dated 4th day of April, 1918. [1860]

THIRD LIBERTY LOAN.

THE Subscription List for the THIRD LIBERTY LOAN of U.S. \$3,000,000,000 carrying interest at 4 1/4 per cent per annum closes in America on 4th May, 1918.

THE INTERNATIONAL BANKING CORPORATION is prepared to receive applications up to 25th April, on the following terms:—

5% on application.
20% on 1st May.
30% on 11th July.
40% on 8th August.

and will also grant loans against this security. [1880]

DOG WANTED.

WANTED for Japan, YOUNG FEMALE SCHIFFERKE TERRIER (black). State price, age and full particulars, with photo if possible.

Box 429,
c/o THE FAR EASTERN ADVERTISING AGENCY,
Kobe, Japan. [1898]

WANTED.

STENOGRAPHER, Male or Female. State experience, salary required and references. Apply—

Box No. 100
Care of "Daily Press" Office.
1817

PUBLIC WORKS DEPARTMENT, MACAO.

NOTIFICATION.

IT IS HEREBY NOTIFIED that during two months, counting from the date of publication of this Notification in the "BOLETIM OFFICIAL," tenders for "STUDY OF WATER SUPPLY" in this Colony will be received. The tenders addressed to the Council of Administration of Public Works must be received in this Department within the above-specified time. The conditions of the work are open for inspection in the Portuguese Consulate all week days.

Public Works Department, Macao, 5th April, 1918.

FARIA e MAIA,
The Engineer Director.
[1893]

G. E.

NOTICE.

ANY EUROPEAN, Non-Asiatic, Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION or PERSONS ORDINANCE 1918.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50. [188]

INTIMATIONS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

AN INTERIM DIVIDEND of 5% (\$400) per Share has been declared payable on the 15th instant.

TRANSFER BOOKS will be CLOSED from the 15th to the 18th instant, both days inclusive.

DOUGLAS LAFRAIK & Co.,
General Managers,
DOUGLAS STEAMSHIP CO., LTD.,
Hongkong, 9th April, 1918. [1878]

HONGKONG LAWN TENNIS LEAGUE.

AN EXTRAORDINARY GENERAL MEETING of the above League will be held in the HONGKONG CRICKET CLUB PAVILION, on MONDAY, April 22nd, at 5.15 P.M., to confirm a resolution passed at the Annual General Meeting held on April 11th, 1918.

Entries for the above League close on April 20th. Club Secretaries are requested to forward the entrance fees with their entries, namely, \$5 per team.

F. LINUSAY WOOD,
Hon. Secretary.
Hongkong, 16th April, 1918. [1894]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the Club will be held on SATURDAY, the 27th April, 1918, at 12 o'clock Noon, at the Offices of the JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEKE, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 13th April, 1918. [1890]

THE HONGKONG ICE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG ICE COMPANY, LIMITED, will be held at the Registered Office of the Company, Pedder Street, Victoria, Hongkong, on MONDAY, the 6th day of May, 1918, at 12 o'clock Noon, when the submitted resolutions which were passed at the Extraordinary General Meeting of the Company held on the 15th day of April, 1918, will be submitted for Confirmation as Special Resolutions:—

(1) That it is expedient to effect an amalgamation of this Company with the Dairy Farm Company, Limited, and that with a view thereto this Company be wound up voluntarily and that Messrs. Jardine, Matheson & Co., Limited, be and they are hereby appointed Liquidators for the purpose of such winding up.

(2) That the conditional Agreement submitted to the meeting for the amalgamation of this Company with the Dairy Farm Company, Limited, upon the terms (inter alia) of the acquisition by that Company of the complete undertaking, business, goodwill and property of this Company in return for the issue to this Company of 52,000 shares of the Dairy Farm Company, Limited, of the nominal value of \$7.50 each credited as fully paid up (being eight shares of \$7.50 each of that Company for each share of \$25 each of this Company) and of the issue by the Dairy Farm Company, Limited, to Messrs. Jardine, Matheson & Co., Limited, the General Managers of this Company (upon their entering into restrictive covenants which have been agreed upon and by way of bonus as compensation for their loss of office as General Managers of this Company) of 2,000 shares of the Dairy Farm Company, Limited, of the nominal value of \$7.50 each credited as fully paid up be and the same is hereby approved and that the Liquidators be and they are hereby authorised pursuant to Section 185 of the Companies Ordinance 1914 to adopt the said Agreement and carry the same into effect with such (if any) modification either before or after the execution thereof as the said Liquidators may think expedient.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th May, 1918, both days inclusive.

Dated the 16th day of April, 1918.
JARDINE, MATHESON & Co., Ltd.,
General Managers. [1901]

NOTICE TO CONSIGNEES.

S.S. "VENEZUELA,"
FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of Cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before the Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on SATURDAY, 20th April, at 10 A.M.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 23rd April will be subject to landing and storage.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.,
J. ORAM SHEPPARD,
Acting Agent.
Hongkong, 16th April, 1918. [188]

HOUSES TO LET

TO LET.

GODOWN in Wanchai district, area 4,300 square feet, moderate rental.

Apply—
Box No. 403,
Care of "Daily Press" Office.
[1891]

TO LET.

RESIDENTIAL FLAT in Prince's Building.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
[1876]

TO LET.

NO. 2, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
[1876]

TO LET.

IMMEDIATE entry. Four very desirable SHOPS, situated in Ice House Street, opposite the Grand Hotel, recently reconstructed.

For rent and other particulars apply to—
THE MANAGER,
HONGKONG ICE CO., LTD.,
40, Connaught Road Central.
[1900]

TO LET.

HOUSES on Shameen, Canton.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
[1876]

TO LET.

A FLAT in Nathan Road, Kowloon.

FOUR-ROOMED HOUSES in Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
[1828]

FOR SALE.

TUSCULUM, Barker Road, 155, Peak.

Apply—
DUNCAN CLARK,
Care of LAFRANCO & Co.
[1711]

FOR SALE.

"GALESEND," 108, THE PEAK, SIX ROOMS.

Apply—
C. H. GALE,
P.W.D.
[1834]

WAI KEE.

FLAG & SAILMAKER.

No. 129, Des Voeux Road Central, Top Floor, HONGKONG.

Telephone No. 1833. [1887]

DAIRY FARM NEWS.

SAUSAGES!

SAUSAGES!

A Variety to suit all tastes
OXFORD SAUSAGES,
CAMBRIDGE
PORK
BEEF
LIVER
BOLOGNA, HEAD CHEESE,
BLACK PUDDING,
WHITE
[1899]

GRACA & CO.

No. 4, WYNDHAM STREET, HONGKONG.

Dealers in

POSTAGE STAMPS, VIEW POST-CARDS

FLOWER SEEDS, TOYS, &c.

Just received a Selection of

MAMA DOLLS

I TALK!! [1845]

NOW ON SALE.

HONGKONG HANSARD REPORTS of the MEETING of the LEGISLATIVE COUNCILS for the Session, 1917.

REVISED BY THE MEMBERS.

PRICE \$5

DAILY PRESS, OFFICE.

INTIMATION

WATSON'S

E

THE PREMIER SCOTCH OF THE FAR EAST

FOR 25 YEARS.



POPULARITY MAINTAINED

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EXCELLENT QUALITY

NOT BY EXPENSIVE

WORLD-WIDE ADVERTISING.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS,

HONGKONG.

[19]

MARRIAGE.

FISHER-GITTINGS.—At St. John's Cathedral, by the Rev. A. D. Stewart, M.A., on the 17th instant, FRANK HASTINGS FISHER, of Amoy, to CHARLOTTE, eldest daughter of Mr. HENRY GITTINGS. [1905]

HONGKONG OFFICE: 10A, DES VOUEX ROAD, C. LONDON OFFICE: 111, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 18TH APRIL, 1918

AUSTRO-HUNGARIAN DUPLICITY.

THOUGH COUNT CZERNIN's action in resigning the Premiership of Austria may have been influenced by the internal condition of the country, the opinion prevails that it was chiefly attributable to the predicament in which he was placed by the disclosure of the Emperor's peace overtures to the Entente Powers.

These overtures were contained in a letter addressed to Prince SIXTE OF BOURBON a year ago, asking the recipient to convey "secretly and unofficially" to President POINCARÉ an assurance that His Majesty would support by every means, using all his personal influence with his Allies, "France's just claims regarding Alsace-Lorraine." At the same time the EMPEROR declared himself in favour of the complete re-establishment of the sovereignty of Belgium and Serbia, and expressed a readiness to assure the latter country "equitable and natural access to the Adriatic, besides extensive economic concessions" in return for guarantees by the Entente Powers that Serbia would suppress any political society tending towards the disintegration of Austria-Hungary. In regard to Russia, the events then taking place compelled His Majesty to reserve his ideas "until a legal and definitive Government" should be established there.

This letter would probably have remained an official secret but for the mendacity of Count CZERNIN, who, in an attempt to justify to his war-weary fellow-countrymen the continuance of hostilities, told the Vienna City Council that some time before the present offensive, the Central Powers, replying to inquiries from M. CLEMENCEAU, the Prime Minister of France, announced their readiness to negotiate for peace. The only obstacle was Alsace-Lorraine. Austria insisted on the status quo ante bellum, and Paris declared that this was an impossible basis. Consequently there was no choice but to fight. This statement was denounced as a "lie" by M. CLEMENCEAU, who added that the Austrian Emperor admitted in March, 1917, the justice of the French claims to her two lost provinces. The Emperor KAUF sought to reassure the KAISER by indignantly denying M. CLEMENCEAU's "false and untrue" statement, and by pointing to the co-operation of his forces with the German troops on the Western Front as a proof of his sincerity. The French Government replied to this by publishing the full text of the Emperor's letter, and, though an attempt has been made to represent this as a forgery, nobody attaches any credence to the story. The obvious explanation of the whole matter is that the Emperor of Austria did not relish the outlook in the early part of 1917, and was, therefore, anxious to make peace, but the subsequent collapse of Roumania and the success in Italy, revived his drooping spirits. The fact that "Austro-Hungarian guns are thundering jointly with German cannon on the Western Front" may be regarded as a reluctant recognition of the fact that for the improvement in the prospects of the Central Powers thanks are due to Germany rather than as evidence of any change of opinion as to the justice of Germany's claims. The Emperor KAUF is in a very awkward dilemma, for he can only repudiate the views which he expressed to his brother-in-law last year at the cost of his reputation for honesty, and even then he may fail to reassure his powerful Ally. Even though Count CZERNIN may have been ignorant of the existence of the Emperor's letter, he assured the nation at the end of last year that the EMPEROR was using his utmost endeavours to promote an early peace on the basis of "no annexations and no indemnities." Yet when Germany revealed her predatory designs in Russia, he gave them his unqualified support. He is as much an opportunist as his Imperial master, but while he has merely used smooth-sounding phrases, which Germany can interpret to her satisfaction, the EMPEROR has committed himself to definite expressions of opinion which are diametrically opposed to the views of his over-lord.

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The ordinary general meeting of the Hongkong Tramway Co., Ltd., will be held at the offices of Messrs. JARDINE, MATHESON & Co., Ltd., on Wednesday, April 24th, at 12 noon.

During the 24 hours of Tuesday five cases of cerebro-spinal fever were notified in the Colony, all of them Chinese. The deaths numbered seven. The excess of deaths over the number of cases reported is explained by the fact that four of the seven deaths were cases sent to the mortuary, and, in addition, three former cases, previously reported, died. "Cases" represent patients being treated for the disease.

A cable has been received stating that Lieut. J. F. Macgregor who was reported missing on April 6th, is now officially reported to have been taken prisoner, unharmed. Lieut. Macgregor, better known in Hongkong as Jack Macgregor, is head of the firm of Caldbeck, Macgregor & Co., and is a son-in-law of Mr. A. Shelton Hooper. He was called up last July, received his commission in the Royal Artillery in November, and was sent to the Front in February.

General Lung, in view of the situation in Kowloon and Lui-chow, has sent four fresh armies to Kowloon. Lung himself has undertaken the leadership in Lui-chow, and has appointed his younger brother, Lung Ya-kwong, as Chief Commander, in succession to Li Kar-pan, who was reported taken prisoner.

COMPANY REPORT.

A. S. WATSON & CO., DIVIDEND.

We are authorised to state that, subject to audit, the profits available for distribution amount to \$101,508.68, which the General Managers and Consulting Committee propose to dispose of as follows:—

Dividend 70 cents per share.....	\$83,000.00
Consulting Committee's fees.....	2,000.00
General Managers' commission.....	5,033.18
Pay Staff Provident Fund.....	2,000.00
Write off for depreciation.....	25,000.00
Carry forward.....	4,476.48
	\$101,508.68

A ROBBERS' LAIR.

EVIDENCE OF SYSTEMATIC AND FREQUENT ROBBERIES.

At the Hongkong Magistracy, yesterday, before Mr. Dyer Ball, a young Chinese woman was charged with receiving a quantity of stolen property, valued approximately at over \$100.

There were several claimants to the property present in Court, and from the evidence it was seen that the depredations had been carried on between the 9th and the 14th instant. Several houses had been visited, and those who were probably engaged in the robberies have escaped.

Sergeant Fallon, who searched the premises, gave a detailed list of the property which had been found in the cockpit of the third floor of No. 22, Wellington Street. He found a gold wristlet watch, a tweed suit, some eating utensils, a pocket knife, and various sundry articles belonging to Mr. C. J. M. Pereira; also a number of trousers, blankets, quilts, singlets, etc., belonging to several Chinese. He also found on the premises a quantity of housebreaking implements, viz., a jemmy, a pair of pliers, two chisels, a hammer, four clasp-knives, one chopper, a table knife, three electric torches, one razor, two bunches of keys, some wire, a piece of rope, and several pawn tickets. These things had been hidden in various places—underneath beds, behind a big clock, etc., while the woman's waist was found the jemmy, pliers and electric torches. When witness questioned the woman, as to where her husband was, she replied that he had gone to the country.

Mr. C. J. M. Pereira, a clerk employed by Messrs. Caldbeck, Macgregor & Co., and the others, including a reporter on the staff of a Chinese newspaper, identified the articles as their property.

The tenant of the house stated that on the night previous to the arrest he heard the sounds of some instruments being sharpened, and noticed two or three men going up to the third floor. He called the men down and asked them what they were doing there. They replied that they were commercial travellers. He asked them why they were not travelling about, and they stated that, as business was slack, they did not think it advisable to go out. He remonstrated with the man who had rented the third floor for bringing a number of men to the place, because when the man took the floor he said it would be used by himself and his wife. The next day he heard that the woman was arrested.

Defendant stated that the articles belonged to a lodger and that she had nothing to do with them.

Mr. Dyer Ball said that, as there were still several articles which had not been identified, he would remand the case till Friday.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG HONG SAN PO"]

CANTON, April 17th.

COMPENSATION CLAIMED.
It is reported that in addition to the Japanese Consul's claim that certain compensation should be paid to Japanese merchants for the loss sustained during the battle in Swatow last year, the American and Dutch Consuls in Swatow have recently demanded a certain amount to pay to their nationals, who suffered loss from the same cause. THE LIM-KONG FRONT.

It is reported that General Lung's troops, since their defeat, have reassembled in the Mow-ming and Fa-chow district cities, with the intention of retaking the Lim-kong city. The Canton troops, however, were aware of the plan and have themselves taken the offensive. Fighting is now in progress.

LUNG'S MEASURES.
General Lung, in view of the situation in Kowloon and Lui-chow, has sent four fresh armies to Kowloon. Lung himself has undertaken the leadership in Lui-chow, and has appointed his younger brother, Lung Ya-kwong, as Chief Commander, in succession to Li Kar-pan, who was reported taken prisoner.

HUNAN AFFAIRS.
Commander Tam Ho-ming, owing to reports that northern troops are about to attack Hang-shan, has requested reinforcements. Tam adds that the situation in the South of Hunan is very dangerous and that his troops are all worn-out, owing to the difficulties of obtaining supplies.

MILITARY MOVEMENTS.
The Tsuchi has ordered two regiments of King-wai troops to Shek-lung to watch the East River.
The Civil Governor has ordered one of his leaders to transfer all his troops to Shui-hing.

THE TOMBOLEA.

SPILL WEEK IS HERE.

St. George he met the Dragon,
And the Dragon took a Spill.
St. George he drained a flagon
To keep away a chill.

Now you can get a flagon—
There's a way where there's a will—
Go one better than the Dragon
And take another Spill.

THE WAR.

THE STRUGGLE ON WESTERN FRONT.

GERMAN ATTACKS RENEWED.

GERMANS CAPTURE FINLAND'S CAPITAL.

ADVANCING ON VIBORG.

THE DUTCH SHIPPING QUESTION.

AMERICA'S FORBEARANCE.

Franco-Belgian Front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

ENEMY ATTACKS RENEWED.

LONDON, April 17th.

12.15 a.m.

Field-Marshal Sir Douglas Haig reports:—There was severe fighting to-day from Meteren to Wytschaete.

The enemy renewed his attacks in strength at dawn in the neighbourhood of Wytschaete and Spanbroekmolen. Supported by a heavy bombardment he approached our positions under cover of a mist. After a prolonged struggle he gained both localities.

He also obtained a footing at Meteren, where fighting continues.

Attacks at other parts of this front were repulsed.

The enemy this morning delivered a strong local attack on our positions opposite Boyelles, southward of Arras. Fighting continues.

Hostile artillery firing was more active southward of Albert and in the neighbourhood of the La Bassée Canal.

Our artillery dispersed infantry in the vicinity near Locon. Mutual artillery firing increased at Passchendaele.

AERIAL OPERATIONS.

LONDON, April 17th.

12.15 a.m.

The weather was unfavourable yesterday, only permitting of low altitude flights.

We dropped over four tons of bombs on different targets, and we secured a direct hit with a heavy bomb on a large infantry column.

No German aircraft were encountered. One of ours is missing.

EARLIER CABLES.

FALL OF BAILLEUL.

LONDON, April 16th.

12.50 p.m.

Field-Marshal Sir Douglas Haig reports:—The enemy last night launched a very heavy attack, preceded by an intense bombardment, between Bailleul and Neuve Eglise.

Three picked German Divisions, which had not previously been engaged in battle, delivered the assault, and after a fierce and bitter struggle they carried the high ground south-eastward and eastward of Bailleul, known as "Mont de Lille" and "The Revellberg."

We have fallen back to new positions to the north of Bailleul and Wulverghem. Bailleul fell into the enemy's hands.

Fresh German attacks are developing.

This morning in the neighbourhood of Wytschaete, we repulsed an attack under cover of heavy artillery and trench-mortar fire south-westward of Vieux Berquin, and we took prisoners in a successful minor enterprise south-eastward of Robecq.

LATEST CABLES.

ENEMY ATTACKING HEAVILY.

LONDON, April 16th.

Reuter's Correspondent at Headquarters reports:—Since last evening the Germans have been attacking heavily at various parts of the northern battle area, and they gained some ground. Their most important advance is the occupation of Bailleul. Following the re-entry into Neuve Eglise, they maintained a steadily increasing pressure along the

front, practically all the way between Neuve Eglise and Meteren. Towards evening, under cover of a tremendous bombardment, enemy infantry advanced in the usual dense waves. Our troops fought stubbornly, but the overwhelming numbers forced them to yield ground.

Desperate fighting continued all night. Our artillery shelled the enemy continuously. It is certain that his attempt to advance towards the ridge system will be strenuously contested. His gains so far have all been in dead levels in Flanders, and although it is futile to pretend that his success is not a matter of much concern, yet it brought only the smallest tactical advantage proportionate to its extent.

Bailleul stands astride of what was an important artery of communications with places not occupied by the Germans.

DESPERATE FIGHTING AT

"CRUCIFIX CORNER."

We slightly receded after desperate fighting as a result of an attempt by three German Divisions to force our positions at "Crucifix Corner."

There was considerable hostile infantry movement all day along the La Bassée-Estaires road.

Our low-flying aeroplanes incessantly skimmed over the marching columns, inflicting heavy casualties by bombing and machine-gunning.

South of the Somme the enemy artillery is slightly more active.

It is reported that enemy infantry are concentrating south of Bois de Hangard. GERMANS STORM WYTSCHAETE HEIGHTS.

LONDON, April 17th.

12.30 a.m.

A wireless German official report states:—We stormed the heights of Wytschaete.

GERMAN REPORT.

LONDON, April 16th.

11.50 p.m.

A wireless German official report states:—We stormed Wulverghem in a surprise attack, also the positions astride the village. We captured the heights between Neuve Chapelle and Bailleul.

THE SPIRIT OF THE ARMY.

LONDON, April 16th.

The Press Bureau announces:—In a special Order of the Day, Field-Marshal Sir Douglas Haig notifies having telegraphed Field-Marshal Lord French:—"Your kind message has given the greatest pleasure to all your old comrades. Please accept our grateful thanks. The same spirit that carried your Army through in 1914 sustains us all again to-day against overwhelming odds."

EARLIER CABLES.

THE FIGHT FOR NEUVE EGLISE.

LONDON, April 16th.

The brilliant performances of the British against the overwhelming hordes of Germans continue to form the theme of correspondents' narratives.

In appears that Neuve Eglise was not taken by assault, but by artillery fire. The evacuation was preceded by some of the most desperate fighting of the war. The Germans at first vainly tried their familiar enveloping tactics, and then tried to rush the place. The enemy broke into the ruined streets and met small parties of the Wiltshires and Worcesters. A terrible hand-to-hand struggle ensued in the backyards of the ruined houses and in the cellars.

The enemy several times was cleared out of most of the town, the British holding out in a hollow square under a heavy fire of shells, trench-mortars and machine-guns. The enemy still continued his savage onslaught, but failed to carry the town by assault. Eventually, the British retreated out of the hell of shell-fire unknown to the enemy, who is now undergoing the same ordeal as the British between Merris and Wytschaete.

Battalions of special "shock" troops and Alpini, who were ordered to take Bailleul at all costs, suffered heavily, the dead lying piled up below the railway embankment near Bailleul, the waves of Germans being mown down by our machine-guns.

While there is no attempt to conceal the fact that the situation is still serious, it is pointed out that the German progress is vastly slower, and that such offensives rarely regain their original momentum.

COLONEL REPINGTON'S VIEW.

LONDON, April 16th.

Colonel Repington is of opinion that our strategical position is not exactly brilliant, but he estimates that a quarter of the entire German forces on the British Front has been used up, while Generalissimo Foch's French reserves have not yet given a sign of life.

The Daily News expert estimates the enemy losses at 400,000.

FIFTY-FIFTH DIVISION'S BRAVERY.

LONDON, April 16th.

8 p.m.

The following message refers to the divisional order mentioned in Field-Marshal Sir Douglas Haig's supplementary despatch published yesterday:—

The above order was distributed to all officers and under-officers of the Fourth Ersatz down to platoon commanders, presumably with a view to encouraging the troops prior to the attack, and in the belief that the opposition would not be very serious. In such expectation the enemy was most signally disappointed. The Fifty-Fifth throughout the early morning of the 16th inst. beat out all attacks in the forward zone and maintained its line intact. When, later, the German infantry had broken through the Portuguese on its left, the division formed a defensive flank facing north-east on the Givenchy-Festubert line to the neighbourhood of Letouret.

EARLIER CABLES.

FRENCH FRONT.

PROGRESS ACHIEVED.

PARIS, April 16th.

A communiqué states:—There was fairly considerable artillery firing in the region north of Montdidier.

We made progress by a minor operation in the sector of Noyon.

Our reconnaissances were very active, especially in the region of the Oise Canal. A detachment crossed the canal west of Pierremande and brought back prisoners.

BOMBARDMENT OF PARIS.

PARIS, April 16th.

An official statement announces:—One person was killed and two injured in the bombardment of Paris last night.

VIOLENT ARTILLERY DUEL.

PARIS, April 16th.

A communiqué states:—The artillery duel was very violent in the region of Hangard-en-Santerre.

Our artillery dispersed enemy assemblages on the outskirts of Demuin. There is lively cannonading in the sector of Avocourt.

ENEMY EXPECTED TO COUNTER-OFFENSIVES.

PARIS, April 16th.

It is semi-officially stated that during the last two days the Flanders front has become stable. It is most satisfactory to see the enemy contained along a long line constituting an enormous salient, exposing him to dangerous counter-offensive. A modification of the line caused by the abandonment of Neuve Eglise does not exceed one hundred metres.

Aerial Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

DESTRUCTION OF ZEPPELIN FACTORY.

PARIS, April 16th.

A telegram from Zurich states that the explosion at Friedrichshafen on the 13th inst. destroyed the sheds used for the construction of "Gothas" and Zeppelins.

The damage was enormous, two Zeppelins and forty giant aeroplanes being destroyed.

One hundred and forty persons were killed and 200 were injured.

Incendiarism is suspected.

There was great panic in the district.

Naval Activities.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH SHIPS SWEEP THE CATTAGAT.

LONDON, April 16th.

The Admiralty announce that ten German trawlers were sunk by gunfire during a sweep of the Cattagat on the 15th inst.

The British ships saved the German crews.

There were no British casualties.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

PRAGUE INHABITANTS WITHOUT BREAD.

AMSTERDAM, April 16th.

Thousands of families at Prague have been without bread for days.

GERMANS TAKE HELSINGFORS.

HELSINGFORS, April 16th.

The Germans took Helsingfors, after three days' fighting in the streets and neighbouring forests.

Thousands of the Red Guards were captured.

The Germans are advancing eastward along the railway to Viborg.

AMERICA AND DUTCH SHIPPING.

STATEMENT BY SECRETARY OF STATE.

LONDON, April 16th.

The Press Bureau announces:—The American Secretary of State, in a statement to the Dutch Minister at Washington regarding the taking over of the Dutch ships, referring to the Dutch Government's contention that the exercise by the United States of the right to refuse bunkers and cargoes and licences to Dutch ships prior to the ships being taken over was unfriendly, points out that the supply of bunker coal had been inadequate for America's own pressing national needs, and the cargoes demanded were largely of grain, of which America's own reserves were all too low. Bunkers, if granted, would have served to carry grain to the Netherlands, where, as events have demonstrated, it was not then needed, and where it would only have served to release an equivalent of foodstuffs for the enemy.

Owing to the unrestricted submarine warfare, which the Dutch Government itself declared illegal, there had been during the year, since America entered the war, a shortage of shipping, which threatens to postpone at frightful cost ultimate victory. This created an emergency seldom if ever equalled in magnitude and significance. The United States might at any time within the year have exercised its right to put half-a-million tons of Dutch shipping in its harbours to service useful to it, but it forbore, and for many months, patiently negotiated until, finally, a temporary agreement on January 25th was made. Only when the agreement broke down under German threats of violence did the United States take steps to accomplish through the exercise of its own right what it was hoped could have been accomplished by agreement, and what the Dutch Government had been willing in part to accomplish.

THE MAN-POWER BILL.

LONDON, April 16th.

In the House of Commons, during the report stage of the Man-Power Bill, Mr. John Dillon moved the omission of the clause relating to conscription in Ireland. He pressed the Government to state its real plans. No-one would believe the Government intended to pass Home Rule until a Parliament is actually sitting in Ireland, but if steps are taken to carry Home Rule a very great effect would be produced.

VALIDITY OF REPRISALS ORDER.

JUDGMENT IN TEST ACTION.

LONDON, April 16th.

The Prize Court delivered judgment in the test action in which the validity was challenged of the reprisals order authorising the capture and condemnation of vessels carrying cargoes to and from countries contiguous to Germany unless such vessels first called at a British or Allied port for examination. The order was made in retaliation for the German unrestricted submarine warfare. The Crown showed that the seized Dutch steamer was loaded with Belgian coal, which was produced under the control of the German Government. The coal was being carried from Rotterdam to Stockholm, which afforded access to enemy territory.

The President of the Prize Court, after recalling the German sea outrages, particularly the sinking of the *Lusitania*, said that in the circumstances the recognised guiding principles of International Law justified an order of retaliation against an enemy with the object of curtailing and throttling his trade. Good precedents and authority existed for such an order. If the order was justified he was unable to see how it could be said that the inevitable consequences thereby entailed upon neutrals were unreasonable, or were such as to render the order illegal.

The Court condemned the vessel and cargo as a prize.

EARLIER CABLES.

ALLIES' GENERALISSIMO.

LONDON, April 16th.

General Foch's appointment has been received with universal satisfaction. Indeed, it is regarded as an imperative necessity after the recent events to have all the Armies under a single control, thus avoiding the system of watertight compartments. The French pay a tribute to the generous action of Great Britain.

CANADA AND THE WAR SITUATION.

OTTAWA, April 16th.

The House of Commons decided to hold a secret sitting on Wednesday to discuss the situation on the Western Front. The Senators will attend.

AMERICA AND THE WAR WIN WE MUST.

WASHINGTON, April 16th.

Mr. Lansing, in a speech, said:—"We must now fight on until the aims proclaimed by President Wilson are achieved. Win we must, and win we will."

GERMANY AND ROMANIAN OIL WELLS.

AMSTERDAM, April 16th.

According to the *Tages Zeitung*, Germany has reserved to herself the right to lease the Romanian oil wells for ninety-nine years and the right of military occupation for several years.

THE REICHSTAG RESOLUTION ITS FORCE SUSPENDED.

AMSTERDAM, April 16th.

The declarations by prominent members of the Progressive People's Party that the Reichstag resolution of July, 1917, no longer has any force are confirmed by the Centre-organ *Germania*, which says that the Centre party has reserved to itself a free hand in the West.

Attitags Zeitung says that the July resolution was merely a tactical means for securing peace in the East. It is now set aside, and the aim now is to gain a victorious peace by force of arms in the West.

THE IRISH QUESTION. PROMPT SETTLEMENT URGED.

LONDON, April 16th.

The *Times* publishes a letter from nine representative Unionists urging a prompt settlement as regards Ireland, advocating a Federal Bill compatible with the extension of self-government to other parts of the Kingdom.

The *Times* Parliamentary Correspondent, commenting upon the letter, says that the Unionist party, despite the gloomy predictions of older members, refuses to believe that an Irish settlement will abolish its *raison d'être*.

THE DRAFTING COMMITTEE.

LONDON, April 16th.

The *Times* states that Mr. Chamberlain has been included in the Home Rule Drafting Committee and suggests that he has joined the War Cabinet.

WOMEN'S WAR SERVICE.

A VISIT TO THE IMPERIAL WAR EXHIBITION.

[BY WINIFRED STEPHENS.]

Only a few years ago engineering or any other form of heavy metal work was regarded as the last occupation fit for women. Nevertheless some ten years before the war, America, peering into the future, had a vision of the United States of Europe, three centuries hence. He saw there women engineers; he found them capable and charming in their masculine attire. But that for our women engineers we are no likely to wait until the year 2270, that the war is forcing the pace in this, as in so many other departments of social development, will be seen by any one who visits that part of the Burlington House Imperial War Exhibition which is devoted to women's work.

The exhibition has been organised for the benefit of the British Red Cross by the Committee of the Imperial War Museum, which is now a department of the Ministry of Public Works. This is the first exhibition of its kind destined for the general public, and it may be regarded as a sample of or introduction to the permanent Imperial War Museum of the future.

For the women's section at Burlington House is responsible a sub-committee of women under the chairmanship of the Honourable Lady Norman, C.B.E., with Miss Conway as an able and most energetic hon. secretary.

Few of us probably, before we visited Burlington House, had even the vaguest notion how much we depend for our safety in these days on the labours of our fellow women. How many of us knew that the searchlights which scan our skies at night, that the guns we hear booming during an air raid, are partly the result of our sisters' activities?

Photographs on the walls of the Exhibition show women engaged in every kind of munition work, from the actual building of the factory where they serve as bricklayers, labourers and the stoking of furnaces in boiler-houses, up to the delicate processes connected with the rifling of rifle barrels, the testing of tools, the manufacture of lenses and of cinemeters.

All parts of an aeroplane are being made by women. Women are now able to carry out all the operations necessary for the manufacture of shells up to the size of 9.2 inches (the Cunard S.S. Company, by the way, have contributed to the Exhibition the first shells made by women in Great Britain). Women can perform all the operations which go to the making of a machine-gun and, under supervision, all the machining operations for a 6in. gun, as well as a great many of the operations in steel ship building. I was shown part of the trigger-gear of a machine-gun, less than 1in. in its largest dimensions, yet requiring for its manufacture no fewer than 28 different operations, all of which are performed by women.

The precision demanded by some of these minute pieces of work is well-nigh inconceivable. I saw, for example, an inscription destined for a gun. The separate letters are cut out of a mass of metal by a revolving cutter and the accuracy required extends to half a 10,000th part of an inch. In the grinding of lenses and prisms the angles must be true to within 1/100th of a degree. Given the same training, I am told that women may be relied upon to be as accurate as men. The time necessary for training for these mechanical processes, technically known as repetition work, is from fourteen days to six weeks. The period seems amazingly short; but one must remember that the minute accuracy of the machines themselves assists the accuracy of the worker.

For more advanced work, such as pattern and tool making, a much longer training would be required. Women have not yet had time to excel in this direction, but they have already made a beginning. One of the most highly complicated and delicate instruments I saw was "a pitch measuring machine," devised to calculate the distance between one turn of a screw and its neighbour. This was made throughout by women at the Loughborough Technical Training Institute.

Until quite recently the grinding and setting of tools was entirely carried on by male workers. Women are now beginning to undertake it, however. And the time may not be far distant when certain munition factories will employ only women workers. Indeed, there exist already factories in which 90 per cent. of the employees are women. Charis showing the enormous growth of women's employment and the rapid spread of the dilution of skilled male labour by women are to be seen on the walls of the Exhibition. It is hoped that the Exhibition may result in a largely increased number of women workers. Educated women are especially wanted, for they most rapidly respond to instruction.

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AMERICA AND THE WAR

SIR FREDERICK SMITH'S
IMPRESSIONS

Sir Frederick Smith, the Attorney-General, speaking to a Press representative on his return to London in February, described the spirit which prevails all over the United States as quite extraordinary. "The whole American nation," he said, "is realising with unceasing clearness every day the gravity of the task they have undertaken, and their determination to carry it to a successful conclusion is constantly growing. I have found everywhere a great and informed admiration of the efforts made by Great Britain in the war. I do not think there has ever been a more cordial feeling in the United States for Great Britain than there is to-day. There is general appreciation throughout America of the fact that one result of this war will be the bringing together of the Anglo-Saxon races of the world."

Proceeding to discuss some of the details of his tour, Sir Frederick said he had visited Washington and met the various members of the Cabinet and the President. He visited first the middle industrial West and then the middle agricultural West. He had opportunities of meeting very different sections of American opinion. "It is quite wrong," he said, "to suppose that there is not a complete realisation of the war and all that it means. Such a lack of appreciation might have existed some time ago, but it certainly cannot be said to be the case to-day."

Questioned as to the military preparations of the American nation, Sir Frederick Smith said: "I have been very much impressed by what I have seen of the immense armies collected in the various camps in different parts of the country. Those armies contain some of the most superb raw material for the making of soldiers that one could wish to see, and all over the States these great hosts are training with a devoted seriousness which is as striking as that of the First Hundred Thousand. By an odd chance I met in the United States Ian Hay, the author of the well-known book, who laid stress upon this comparison which had occurred to me."

Asked, in conclusion, if he could give any message as to the impressions he had formed during his tour, the Attorney-General said: "Close observation of American conditions enables me to say that there is ground for immense encouragement for us. The American attempt to deal with stupendous difficulties, in some respects, been slower than we had hoped. But the whole of the resources of this great country are now being lavished upon the war. The pride and sense of honour of the American nation are as invincibly committed to success as are the pride and sense of honour of Great Britain and France."

WEATHER REPORT.

April 17th. at 12.15—No return from Japanese station. Pressure has increased slightly over the Philippines, and has decreased slightly over the Pacific Ocean; it is highest over S. China. The depression over S. Manchuria is moving eastward, and has become deeper.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since 1st January, 3.28 inches, against an average of 8.78 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction	Forecast
Hongkong to Canton	Light variable wind, fine generally, fog.
From Canton	Northerly or variable winds, light to moderate.

South Coast of China between (The same as) Hongkong and Lamooki No. 1
South Coast of China between (The same as) Hongkong and Hainan No. 1

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(Signed) Mrs. Lillie Hitchcock, Ada Cottage, Albert Rd., Keynsham, Bristol, Eng., July 21, 1916.

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Subject to change without notice.

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TIENTSIN	"KUEICHOW"	On 18th Apr., Noon
SHANGHAI	"YINGCHOW"	On 21st Apr., 11 A.M.
NEWCHANG	"HWAH KUEI"	On 23rd Apr., Noon
SHANGHAI	"SUIYANG"	On 25th Apr., 3 P.M.
SHANGHAI	"SINKIANG"	On 27th Apr., 3 P.M.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
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(Occupying 9 to 10 Days).

"HAIYAN"	... Capt. A. E. Hodges ...	FRIDAY, 19th Apr., at Noon.
"HAIHONG"	... Capt. J. W. Evans ...	FRIDAY, 26th Apr., at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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DOUGLAS LAFRAIK & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.

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EASTWARD

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COLOMBO	1917	Str. from Colombo	1917	1917

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route Tickets interchangeable with Orient Line.

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YOKOHAMA.

S.S.

Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment).

IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Leave From	Due at Marseilles	Due at London
The Intermediate	Service is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Second-class World Tickets and Through Tickets to New York in connection with the Principal Mail Lines. Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DUGGLES, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown. For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	KAGA MARU ... 12,500 tons	WED. 24th April 11 A.M.
	HIRANO MARU ... 16,000 tons	THURS. 25th April 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	AKI MARU ... 12,500 tons	SAT. 20th April 11 A.M.
	TANGO MARU ... 13,500 tons	SAT. 18th May 11 A.M.
SHANGHAI, MOJI & KOBE	BOMBAY MARU ... 8,000 tons	TUES. 23rd April
	CEYLON MARU ... 10,000 tons	MON. 29th April

LONDON OR LIVERPOOL VIA SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN ...

MELBOURNE VIA MANILA, ZAMBOANGA, THURS. IS., TOWNSVILLE, BRISBANE & SYDNEY ...

NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL ...

BOMBAY VIA SINGAPORE, MALACCA & COLOMBO ...

CALCUTTA VIA SINGAPORE, PENANG & RANGOON ...

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

NEXT SAILINGS FROM HONGKONG.

KATORI MARU	... SAT. 20th April, at 11 A.M.
SUWA MARU	... WED. 15th May, at 11 A.M.

† Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA,
S. MOBI Manager.

Telephone 232 and 233

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU
FAST AND LUXURIOUS MAIL STEAMERS.

(Sailings from Hongkong—Subject to Change Without Notice.)

Steamers	Tons	Leave Hongkong
SHINYO MARU	23,000	SAT. 27th Apr.
KOREA MARU	18,000	FRI. 24th May.
SIBERIA MARU	18,000	SAT. 8th June
TENYO MARU	21,000	THURS. 20th June.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, URUGUAY, BALBOA, CALLAO, ARIACA AND IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
NIPPON MARU	11,000	Middle of May.
KIYO MARU	17,800	Early July.
ANYO MARU	18,800	Early September.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd., and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager,
King's Building.

TELEPHONE 2374 and 2375.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI
SERVICE TO AND FROM EUROPE

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

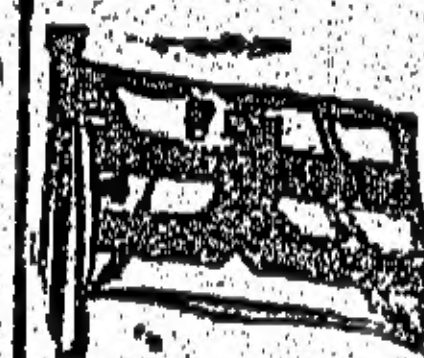
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available for two years.

Return Tickets to Intermediate Ports available for six months.

For full particulars regarding sailings, apply to

TELEPHONE 740. P. THOMAS, Agent,
Queen's Building.



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line For VICTORIA, SEATTLE AND TACOMA, via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA.

"MANILA MARU"	... MONDAY, 29th Apr., at 3 P.M.
"CHICAGO MARU"	... MONDAY, 6th May at 3 P.M.

NORTH AMERICAN LINE—This line maintains regular fortnightly services between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connection are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N. Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Takao, via Swatow and Amoy.

"AMAKUSA MARU"	... SUNDAY, 21st Apr., at Noon.
"SOSHU MARU"	... THURSDAY, 25th Apr., at 8 A.M.
"KAISO MARU"	... SUNDAY, 28th Apr., at 10 A.M.
"JOSEI MARU"	... MONDAY, 29th Apr., at 8 A.M.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

For FURTHER INFORMATION, apply to—

K. YAMASAKI, Manager,
No. 1, Queen's Building.

Tr. Nos 744 and 745.

CHINA MAIL S.S. CO., LTD.

(FREIGHT AND PASSENGERS)

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA AND HONOLULU TO SAN FRANCISCO:
JUNE 21. and AUGUST 31, 1918.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE PORTS.

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Frisco's Buildings, 100 Queen's Road.

